



US Army Corps  
of Engineers  
Louisville District

# Notice to Navigation Interests

Notice No. 2006-026

Date: November 16, 2006

<http://www.lrl.usace.army.mil/optm/>

In Reply Refer to:

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## *LOUISVILLE DISTRICT*

### Corrected

### Calendar Year 2007

### Scheduled Lock Outages

Navigation Notice 2006-025, dated November 13, 2006 had the incorrect year for the closure of the main (1200-foot) lock at Locks and Dam 52. The year is corrected in this Notice.

The Louisville District locks scheduled to be closed for repairs during the calendar year 2007 are listed below:

## **OHIO RIVER OUTAGES**

JT Myers Locks and Dam (Mile 846.0, Ohio River) The auxiliary (600-foot) lock chamber is scheduled to be closed for repairs from **April 16, 2007 through May 19, 2007**. During this period a repair crew will be performing repairs to culvert valves and install intake frames and screens. All traffic will be passed through the main (1200-foot) lock during the closure.

Markland Locks and Dam (Mile 531.5, Ohio River) The main (1200-foot) lock chamber is scheduled to be closed for repairs from **May 31, 2007 through June 15, 2007**. During this period a repair crew will dewater the lock to make structural repairs and perform a maintenance inspection. All traffic will be passed through the auxiliary (600-foot) lock during the closure.

Cannelton Locks and Dam (Mile 720.7, Ohio River) The main (1200-foot) lock chamber is scheduled to be closed for repairs from **June 25, 2007 through July 31, 2007**. During this period a repair crew will dewater the lock to make structural repairs and perform a maintenance inspection. All traffic will be passed through the auxiliary (600-foot) lock during the closure.

Locks and Dam 52 (Mile 938.9, Ohio River) The main (1200-foot) lock is scheduled to be closed for repairs from **August 7, 2007 through August 13, 2007** and reopened for navigation traffic from August 14, 2006 through August 20, 2006. The main (1200-foot) lock will then again be closed from **August 21, 2006 through August 27, 2006**. During this period a repair crew will repair lock wall sheet piling cells and perform structural repairs to the miter gates. All traffic will be passed through the auxiliary (600-foot) lock during the closure.